

ARMY AND NAVY CHRONICLE.

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B. HOMANS, EDITOR.

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PROSPECTUS OF A NEW SERIES OF THE ARMY AND NAVY CHRONICLE.

YIELDING to the very natural desires of officers in both services, to obtain the earliest intelligence of orders issued at Washington, the **ARMY AND NAVY CHRONICLE** will be published from and after the first of January, 1842, **SEMI-WEEKLY**, on a royal sheet, (19 by 24 inches,) in the folio form like an ordinary newspaper. This will enable us to give information of whatever occurs here of note or interest, as often as a majority of our readers can expect or will ask of us, and we hope that our efforts to minister to their gratification will meet with a general response and a cordial support from all.

There are many who value the Chronicle as a work of record, but not enough to justify its continuance in that form, which is most suitable for preservation and binding. To meet the wishes of such, a weekly edition will be issued in the octavo form, which will contain all the reading matter of the semi-weekly.

TERMS—PAYABLE INVARIABLY IN ADVANCE—For the Semi-weekly, to be published on Mondays and Thursdays, \$4 a year.

For the weekly, to be published on Saturdays, \$3 a year.

Subscriptions for the Semi-weekly may commence at any time; but for the weekly always with the first number of a volume, viz: on the first of January or July.

Remittances will be credited at their par value in Washington, deducting postages and discounts if any. Postmasters are authorized to frank letters, if written by themselves, containing subscription money.

Those of our present subscribers who prefer the Semi-weekly to the Weekly, can have it by giving information to that effect, and paying or agreeing to pay the difference in the price.

All Paymasters in the Army and Purser in the Navy are authorized Agents for the Army and Navy Chronicle.

WASHINGTON, September 30, 1841.

BRITISH NAVY.—The master shipwrights, from three of the eastern dock-yards, are to assemble at Portsmouth next week, to survey the ships in ordinary. They will find a number unfit for any purpose but breaking up, and others that have been launched for years but passed over, for some unjustifiable reason, while new ones, not required, have been built, and as soon as launched, put into commission. This system will now be put a stop to, and the services of the surveyor of the navy as far as building, will not be wanting for the next year or two. Moreover, very considerable savings in wages, and consumption of timber and stores, will be effected by an order being given for no other than steamers to be built, until many of the new ships are expended, and some of the old 74's cut down to frigates, like the *Warspite* and *Vindictive*.—*United Service Gazette*.

ARMY AND NAVY REGISTERS.

It has always been difficult for persons out of the service, and often for many in it, to procure a copy of either the Army or Navy Registers, particularly towards the close of the year. The numbers printed by the Departments are soon distributed, and the extra copies are few and only to be had in Washington.

It is proposed to publish from the office of the Army and Navy Chronicle, **QUARTERLY REGISTERS**, corrected to the latest dates; and whether official or not, they may be depended upon as accurate.

The Army Register to be issued in February, May, August and November, of each year; and to contain, besides the usual matter in the official Register, the stations of each officer, the head quarters of each regiment, the garrisons of every post and arsenal, the names of military store keepers, chaplains and sutlers, a list of cadets at the military academy, and such other information as may appear useful or desirable. [One reason for issuing the Army Register on the above named months, is, that the August number will contain the list of graduates of the year, and their assignment to corps or regiments.]

The Navy Register, to be issued in January, April, July and October, will contain the matter usually found in the official Register, with the addition of the names of officers at the several yards and stations, including the civil establishments, and on board our vessels of war.

The price will be to subscribers for the series, one dollar a year for each, which may be remitted with subscriptions for the Army and Navy Chronicle, or paid to any authorized Agent. Single copies 37½ cts.

The utility of these publications must be apparent to all; and for a comparatively trifling sum, they may for the future, be within the reach of every one.

WASHINGTON, September 30, 1841.

From English newspapers received at this office.

SEA TRUMPETS.—A new mode of communication at sea, by a trumpet called the Telephonic, or far-sounding system, invented by M. Sudre, instead of the ordinary system of signals, has recently been tried by the squadron of Admiral Hugon, and found to answer completely. The sound may, it is said, be distinctly heard, in favorable weather, at a distance of 2,200 toises—about two and a-half English miles.

SMOKING ON BOARD.—The Lords Commissioners of the Admiralty have issued instructions for her Majesty's service at sea, in which it is directed that the captains of her Majesty's ships are not to allow any person to smoke tobacco in any other part of the ship than that appropriated for smoking; and are pleased to direct that the captains and commanding officers of her Majesty's ships and vessels do give most positive orders that no smoking shall on any account be allowed in any part of the ship but the galley.

MISCELLANY.*From the United States Gazette.*

THE CAMBRIDGE ASTRONOMICAL OBSERVATORY OF NEW ENGLAND.—The American Academy of Arts and Sciences has just published a memoir, containing the magnetic observations at this place for 1840, by Joseph Lovering, Hollis Professor of Mathematics and Natural Philosophy, and William Cranch Bond, Astronomical Observer to the College. The memoir gives the names of thirty donors of \$100 each, for the foundation of the observatory. At the head of this list occurs the name of the venerable ex-President, John Quincy Adams. The authors begin by giving credit to their assistants, six in number, for auxiliary services. Among them appear the names of Professor Pierce, Lieutenant C. H. Davis, U. S. N., Simeon Bordon, late Superintendent of the Massachusetts Trigonometric Survey, Joseph Cranch, and William C. and Joseph Bond, sons of the Astronomical Observer. From these it appears that Cambridge has a strongly organized force for prosecuting this laudable enterprise. This memoir gives an account of the magnetic observations only, the astronomical observations being reserved for some other occasion. A full description of the building and instruments is furnished, with charts of the curves of magnetic variation, as witnessed at this place, and at the Royal British Magnetic Observatory at Toronto, U. C. It also gives a short account of the recent revival of magnetic observations first set in operation by the celebrated Gauss, of Gottingen, and further encouraged by Baron Humboldt, and finally by the Royal Society of London. The object of the great magnetic crusade now engaged in by the European and Asiatic Powers, the National Exploring Expeditions, and in the United States by the Cambridge and Girard Magnetic Observatories, is here set forth, and a full account of the results yet obtained, is presented by Professor Lovering.

From data furnished in the progress of this crusade, its originator, (not Peter the Hermit,) but Gauss, the immortal astronomer and magnetist, assisted by Weber, has computed the dip and variation, and intensity of magnetic force, for ninety-nine places on the globe, to which Cambridge, New England, (supplied by Lovering, after Gauss's method) adds the hundredth. The actual dip and variation of the compass for these hundred places, are compared with the results of a general formula invented by Gauss, which answers for all parts of the earth's surface, whether yet visited or not. The discrepancies from actual observation, are already quite small, and may be expected to diminish in the course of this crusade, as new data are accumulated.

But the ambition of the projectors of this enterprise, which will be ever memorable in the annals of science, does not stop here. Not content with giving the present state of the needle in any part of the earth, with a precision quite adequate for nautical purposes, (if not for topographical,) they aspire to the discovery of the laws which regulate the secular variations of these quantities, viz: of the dip, variation, and horizontal force of the needle, and if successful in the effort, will be able to fix the position of the compass for all time, past and to come, as has already been done with respect to the heavenly bodies by Newton, by referring them to the single law of universal gravity. An example of the mode of reducing to a general law, the motions of the needle, and of the mercury in the thermometer for a particular place, (Cambridge) is here given, and is accredited to Professor Pierce. The process is also pointed out for ascertaining the slow variations of these quantities for a year, or parts of a year; and a conviction is expressed that the method, as far as relates to magnetism, will ultimately prove successful. The diurnal variations of the needle are believed to depend upon the diurnal motion of the

Sun. The sudden and remarkable fluctuations of the needle, denominated by Humboldt *magnetic storms*, which are found to take place simultaneously over all Europe, have some connection with those of this continent, though not so intimate as between places on the same continent. These sudden changes at the Cambridge, Toronto, and Girard, (and they might have added the Washington) Magnetic Observatories, are found to occur precisely at the same absolute time, though not so well marked as to afford means of determining geographical longitudes as was hoped for by Professor Lloyd, of Dublin.

The contents of this memoir reflect the highest credit upon the founders of the Cambridge Observatory, and its zealous and talented directors, and afford an earnest of what may hereafter be expected from the oldest seat of learning in the Union. The subject of magnetism is not studied alone at the four places already enumerated. In addition to the labors of Lieut. Gilliss and his assistants at Washington, Professor Bache and his assistants, at the Girard College, and Lieut. Riddell, at Toronto, and those above enumerated at Cambridge, mention should be made of Major Graham, Captain Talcott, and Professor Renwick, now on the N. E. Boundary exploration, Mr. Nicolle, late of the Royal Observatory of Paris, now on a magnetic tour to the lakes, and Professors Locke and Loomis, who have been extending their researches in the West.

THE NAVY.—We are gratified to perceive that the editors in all parts of the continent, of whatever political bias they may have on other subjects, are generally in favor of an *increase of the navy*. Many of the members of the next Congress have been here during the past month, and every one with whom we have conversed, has expressed the most liberal and patriotic opinions on the subject of the navy. All agree that the navy has been neglected, and that the time has arrived to put the naval establishment on a footing worthy of a population of 18 millions of freemen. In case of war it is our greatest dependency, and no native American will regret the money spent in sustaining this noble portion of the public defence.

The apprentice system is very excellent; the advantages they enjoy are very great; and the number of applications for admissions, we are told, are much greater than is required under the law. Why not alter the law and extend the number? 2000 boys can be promptly had in the Atlantic cities. In four years this would form a class of seamen unequalled in the world. We hope the subject will occupy the attention of Congress early in the next session. In four years from this time, all the warrant officers in our navy will be appointed from among the apprentices. We marvel that the number offering for apprenticeship in the navy has not been greater than it has been: no navy in the world presents such advantages. The marked protection of Government, a good education, good treatment, good clothing, and an honourable occupation. What more can any boy ask in any country, or in any service.—*N. Y. Times and Star.*

NORFOLK, Oct. 22.—THE PRESIDENT OF THE UNITED STATES arrived here last night in the steamer Georgia, Capt. Coffey, from Baltimore, attended by his son Mr. JOHN TYLER, Jr. his Private Secretary; Commodore MORRIS, of the navy, and other gentlemen, and took lodgings at French's Hotel. At an early hour, this forenoon, the President and suite went down in the steamer Poinsett, to Hampton Roads, to visit the U. S. ship Delaware; and may be expected to return this evening. To-morrow, we understand, he will visit the navy yard, the public ships and the dry dock, and in the afternoon, by appointment, receive those public attentions from the civil authorities, and volunteer companies of the borough which are due to the chief magistrate of the Union.—*Herald.*

Domestic Intelligence.

FLORIDA WAR.

From the St. Augustine News, Oct. 8.

We have advices from Tampa to the 1st inst. On the 6th, Col. WORTH was to ship from 250 to 300 Indians Westward, of whom 95 were warriors.

On the 20th, the troops were to be simultaneously in motion throughout the Territory.

Sampson, a slave of Col. G. Humphreys, who was captured by the Indians at Caloosahatchie, succeeded in making his escape, and went into Tampa on the 30th ult. He has given some very valuable information to the commanding officer.

The rapid close of the war by the constant surrender and capture of the enemy is an event of rejoicing—but with this apparent prospect of peace, a perfect security does not exist. Marauding parties of the enemy are in small bodies occasionally throughout the country, and the traveller and the settler require caution, vigilance and care. To a neglect of this, much of the loss of life may be attributed.

The re-occupation of the country by settlers, we are happy to learn, is progressing—but with a care and caution, which bespeaks their determination to avail themselves of the liberal overtures of Col. Worth, and at the same time giving surety that the persons are sincere in their undertaking. A spirit of enterprise is set worthy of all praise, and if followed up, would go far toward remedying many evils, which indolence and inactivity have produced. Slowly as have been the settlements made thus far, they still serve as a nucleus for the gathering of others; and the time is not far distant we hope, when the interior will again resound with the cheerful voices of the citizen, in useful labor.

Correspondence of the Savannah Republican.

PILATKA, Oct. 6, 1841.—We have just heard that the Indians have driven off the cattle belonging to Fort Russell. The whole command is out in pursuit. Lieut. Patten who had been out with only 7 men, returned for a reinforcement, reporting that he had found the trail, and one of the cattle was found dead upon it. Lieut. Penrose left the fort this morning with 50 men. Lieut. Lovell and Lieut. Patrick have crossed the Ocklawaha, in hopes of intercepting the marauding band, which is doubtless that of Halleck Tustenuggee.

PILATKA, E. F., Oct. 12, 1841.—We are happy to state that the means of ingress and egress, from Pilatka to the interior, are now comparatively safe.

Lieut. G. W. Patten, of the 2nd infantry, with a company of U. S. troops, is stationed along the road between this place and old Fort Holmes, a distance of seventeen miles. Beyond, another company of troops, under Lieut. Lovell, guards the road as far as Fort Russell, and we will guarantee for the distance at least, a "safe conduct" through the hammocks, infested by a lawless banditti. The troops in question are kept in constant motion along the road. They carry their provisions with them in haversacks, unincumbered by wagons, and are ready, at a moment's warning, to give assistance where it may be needed.

Correspondence of the Savannah Georgian.

EAST FLORIDA, Oct. 11, 1841.

DEAR SIR—A party of from twelve to twenty Indians, some ten days since, passed into the settlements and killed several people, an account of which you have doubtless seen in the Augustine papers. It is pretty well ascertained, the same party did all the damage and murders reported; and left the settlements through the It-ter-ni-ah scrub. It so happened that this party passed near the encampment of Captain Fulton, 2d dragoons, who was in charge of a train of wagons, his company's baggage, &c., and in command of twelve men, about twelve miles north of

Fort Russell, on the night of the 25th ult., as he was going to join his company stationed at Fort White, on the San-taf-fee. The daring rascals attacked the captain's camp about 7 o'clock in the evening, firing a volley and making a rush into the encampment. The surprise was complete, so far as astonishment was concerned, for the soldiers felt perfect security, no Indians ever having attacked a party of soldiers for a long time since. Captain Fulton soon rallied his men, and with the assistance of Assistant Surgeon Hammond, who was with him, returned the *varmints'* fire and charged them with great bravery and determination. His course appeared to be as unexpected to the Indians, as their fire was in the first place to the soldiers. The Indians retreated, which gave Captain Fulton time to break open an arm chest and arm the teamsters with carbines. He hardly did this, before the Indians fired a volley from the other side of his camp, and rushed in, even to his wagons. The captain faced his men about, and this time gave them a *quietus*, for the teamsters being armed with a pistol and carbine gave good assistance; and drove the *infernal rascals* out of sight and hearing for that night. There was one soldier wounded by the Indians, and several horses; among the rest, the horse of Ass't. Surg. Hammond. A teamster accidentally wounded himself with a carbine.

The news from Tampa Bay is not encouraging as all expected. Hospitark's people have not at all come in, to the number promised—nor probably will surrender at all. There is at that post about 300 Indians, including ninety warriors. It is believed they will be shipped in a few days to the West.

On the 10th inst. a meeting was expeted with Tiger Tail, who was firmly believed to be honest and sincere in his professions of peace, and willing to emigrate; perhaps he intends to be true, and is "tired of the war;" if so, the country will be rid of near 300 red skins, that are troublesome.

EAST FLORIDA, Oct. 13, 1841.—There has nothing very important transpired of late in the way of Indian news. It is, however, somewhat gratifying to be able to state, that on the 11th upwards of two hundred Indians were put on board the Transport for New Orleans. Coa-coo-chee is among the number. Between fifty and an hundred still remain at Tampa.

Mr. Hambaugh, the sutler to the 6th Infantry, died very suddenly, a few days ago, at Cedar Keys.

FLORIDA, Oct. 13, 1841.—A party of about 250 Indians sailed on this date from Tampa Bay to New Orleans, in charge of Capt. Seawell, of the 7th infantry, and Major Capers, the Emigrating Agent.

Coa-coo-chee came into Tampa a few days since from Tiger Tail, who is at present sick, and still disposed to come in, so soon as the Arkansas delegation arrives and reports their country west favorable to reside in.

EAST FLORIDA, Oct. 17.—The gratifying intelligence has reached this place, that Alligator (from Arkansas) has arrived at Tampa Bay. On the same date, a young warrior of Tigertail's band, also arrived at Tampa, sent in by him to ascertain if his cousin, Alligator, had arrived. This warrior reports that nearly all Tigertail's party was together at An-nuttuliga, patiently waiting Alligator's coming to give them some account of Arkansas. If it is a good account they will come in immediately. Alligator is confident that he can bring in Tigertail in a short time. If he succeeds, the settlements will be relieved at once from the oppression of the savages.

At the Fair of the American Institute on Monday last, in New York, was exhibited a specimen of carving from the establishment of John Weeden of that city, interesting from its being made entirely from pieces of wood which once composed portions of several gallant ships mentioned in the history of our country. One part is carved on a fragment from the

Alliance frigate, the first enrolled in the American navy, and commanded by Paul Jones. The other portions are made from the United States, the ship of Decatur; the Macedonian, captured by him; the Philadelphia, recaptured at Tripoli; Perry's flag ship on Lake Erie, the Lawrence; Com. Barclay's flag ship, the Detroit; the sloop of war Alert, captured by Com. Porter, and lastly a piece of the Wm. Penn tree. The whole of these relics were collected by John Weeden, while employed in the navy yard at Norfolk, Va.

Selected Poetry.

THE SOLDIER'S FUNERAL.

From the Naval and Military Gazette.

WHAT dirge-like strains now meet the ear,
Strains that call for pity's tear,
Mark! a solemn train appear,
 'Tis the Soldier's Funeral.

Slow they move in cadenced pace,
Sorrow marking every face,
With all the pomp of war to grace
 The clay-cold Soldier's Funeral.

And lo! a form more deeply sad,
A female form more deeply clad,
She, torn from her loved soldier lad,
 Weeps to see his Funeral.

No black-stain'd plumes in splendour wave,
No mourners but his comrades brave
And heart-broke wife attend the grave,
 Form'd for the Soldier's Funeral.

Now they reach the holy ground,
And all in death-like silence bound,
On rested arms the spot surround—
 Intent upon the Funeral.

The reverend Priest puts up a prayer,
Then loudest firings rend the air,
To greet the spirit fled from care,
 And close the Soldier's Funeral.

J. W. P.

On Wednesday two intelligent French mechanics attended at the plumbers' shop in the Woolwich Dock-yard to show the workmen, and a foreman from each of Her Majesty's other dock-yards, a new invention for soldering or joining metals without solder. The mode of operation was discovered by Le Comte de Richemond, who has taken out a patent for it in this country. The invention is applicable to brass, copper, lead, pewter, and zinc, and the process is very simple. It merely consists of the application of a powerful heat from a small tube, exactly similar to a blow-pipe, attached to a pliable hollow thong, woven similar to a whip, but made air tight, at the end of which is placed two stop-cocks, the one to admit hydrogen gas, generated on the spot, by placing sulphuric acid mixed with water upon cuttings of zinc, in a vessel constructed for the purpose. The other stop-cock admits atmospheric air, in any quantity and with great force, when requisite, as it is assisted by a small portable bellows worked with the foot upon a pedal, similar to those used by the glass blowers at the Polytechnic Institution and Adelaide Gallery. The foremen of the various yards tried a number of experiments, with lead, both with flat and round pieces, and formed joints, all of which they performed in a very satisfactory manner, and appeared at once to comprehend the whole theory of the discovery. The joinings cannot be known from any other part of the metal, and must be a great advantage over the old method, as it passes through the whole thickness of the metal, and appears to be as perfect on the one side as the other, enabling every part to bear equal pressure.—*London Paper.*

WASHINGTON CITY,

THURSDAY....OCTOBER 28, 1841.

The Norfolk Herald copies our article respecting the four commodores' flags, and adds:

"That the Delaware, being bound to a foreign station and waiting in Hampton Roads, for sailing orders, (not 'within signal distance') the flag on board of her is not recognised as taking rank ahead of those in this harbor; and Com. Wilkinson, being the senior here, still has the *blue* flying on board the Macedonian. And Com. Jones not having yet hoisted his flag on board the United States, there are in fact, only two commodores' flags displayed here at the present time, to wit: Com. Wilkinson's from the Macedonian, and Com. Shubrick's from the Pennsylvania—the blue and the red."

We will remark, in explanation, that an intelligent officer of the navy stated to us that the Delaware was "within signal distance" from the Pennsylvania, and he was himself puzzled to know how the commodores would arrange their flags unless in the manner we stated.

The orders to Commodore JONES directed him to proceed to Norfolk and hoist his broad pendant on board the United States; the Norfolk papers announced the arrival of Commodore JONES at that place, and the fair inference was that, as a dutiful officer, he would obey his instructions, and we presumed that he had. His orders may, however, have left it discretionary with him as to the time when he should hoist his flag, and it may be that he did not find the ship in a sufficient state of forwardness for that purpose.

Our whole article must then go for nothing, as it was based upon the presumption that the Delaware was within the limits of the command at Norfolk, and that Commodore JONES had hoisted his flag. We console ourselves with the reflection that no harm has been done, and that worse mistakes have been committed.

MR. BADGER returned to Washington on Friday evening last, from his visit to the North.

Commodore HULL has been on a visit to Washington for several days past. We are rejoiced to see the veteran looking so well and hearty.

Commodore MORRIS left Washington on Thursday last, to join his flag ship, the Delaware, and has probably sailed ere this.

Extract of a letter from an officer in the army, dated "FORT FAIRFIELD, Oct. 8. 1841.

"We arrived here on the 9th of September, at this isolated and disputed territory. It is a perfect wilderness, but the situation and prospect are delightful; and were it not for the climate and latitude, it would be a desirable residence. Our winter commenced on the 30th September, with a severe snow storm. We were in tents, but soon changed our quarters to the block-house with the men, and have been constantly engaged since our arrival in the woods, cutting logs for our cabins. We shall have a hard time until December."

OUR NAVY.—The North American Review, for October, contains a long article upon the navy, supposed to have been written by an officer of that service. We have not seen the Review, and therefore cannot express any opinion of the article. The following notice of it is copied from the Boston Daily Advertiser.

"The third article is on 'The Navy,' giving full consideration to many of those points to which public attention has been so frequently and so forcibly called. This writer especially deprecates the excessive appointment of midshipmen; recommends the establishment of a *Retired List*; a system of selection for particular commands to be made by the Department; the employment of officers as Naval Storekeepers, &c., in order to provide for the useful occupation of their time; the increase of the complement of officers on board some of our ships; and the organization of an ordnance corps, with an office at Washington, and proper officers at the different yards. He makes a series of suggestions with regard to the contracts with seamen, tending to secure more permanent and efficient service from the men respectively, which seem worthy of high consideration. The whole article is written in a good spirit, and by one well acquainted with the details of the subject with which he deals."

We should also have mentioned, ere now, that the Southern Literary Messenger, for October, contains four letters, addressed to the Hon. HENRY CLAY, which we have only seen as copied into the Southern newspapers. These letters urge the expediency and necessity for an extension of the depots and stations South of the Chesapeake, and are attributed to the pen of the author of "Scraps from the Lucky Bag."

RODGER'S PATENT ANCHORS.—Experiments were made in August last, by order of the Admiralty, at Ryde pier, England, to test the comparative holding qualities of anchors, as now made in the British dock yards, and the small-palmed anchors, and kedges without palms; the result of which was greatly in favor of RODGER'S. The details of these experiments may be found in the Nautical Magazine for October, which also contains numerous testimonials in favor of these anchors from mercantile marine associations.

The number supplied to the British merchant shipping is considerably more than three thousand, although very few vessels of war are yet furnished with them.

We should suppose that these anchors, from the representations given of them, would supersede the present form.

SICKNESS AT PENSACOLA.—We learn by an officer of the navy who left Pensacola on the 17th inst., that the sickness at the naval hospital, among the crew of the *Levant*, had somewhat abated. During the few days previous to the 17th, the only new cases were relapses of persons who had entirely recovered, and nearly all of them proved fatal. Mr. Meade, the Commodore's Secretary, had taken his family to Perdido for their health, when he was taken ill and died in about thirty hours; his body was conveyed to the yard, and buried on the 17th.

The officers of the Marine Corps, at present on duty at head quarters, headed by Colonel HENDERSON, the veteran Commandant, and Captain KENNON, the Commandant of the Navy Yard, paid their respects to the Secretary of the Navy, on Thursday last.

GRANT'S PATENT FUEL FOR STEAMBOATS, after a long series of trials, has been adopted for use on board the British Government steam vessels.

The advantages of Mr. GRANT'S patent fuel, over even the best coal, may be said to consist—

First, in its superior efficacy in generating steam, which may be stated in this way,—200 tons of this fuel will perform the same work as 300 tons of coal, such as is generally used.

Secondly, it occupies less space, that is to say, 500 tons of it may be stowed in an area which will contain only 400 tons of coal.

Thirdly, it is used with much greater ease by the stokers or firemen than coal is, and it creates little or no dirt, and no dust: considerations of some importance when the delicate machinery of a steam engine is considered.

Fourthly, it produces a very small proportion of clinkers, and thus is far less liable to choke and destroy the furnace bars and boilers, than coal is.

Fifthly, the ignition is so complete, that comparatively little smoke, and only a small quantity of ashes are produced by it.

Sixthly, the cost of the quantity of Mr. GRANT'S fuel required to generate in a given time a given amount of steam, is so much less than that of the quantity of coal which would be consumed in effecting the same purpose, that, even if the advantages of stowage, cleanliness, and facility of handling, were not to be taken into the account, the patent fuel would still recommend itself to the attention of all steam boat proprietors.

ARRIVALS AT WASHINGTON.

Oct. 14 Lieut. A. B. Dyer, ordnance, Gadsby's.
22—Col. G. Talcott, do Mrs. Latimer's.
Gen. T. S. Jesup, Q. M. Gen. F Street.
25—Maj. R. B. Lee, Com. Sub. Dr B. Washington's
Surgeon C. McDougall, army, Fuller's.

PASSENGERS.

NEW YORK, Oct. 19, per brig Manhattan from Malaga, Mid. D. Williamson and Gunner J. M. Cooper, of the navy.

SAVANNAH, Oct. 15, per ship John Cumming, from New York, Lieuts. Long, Sully, and Grant, and Dr. Bailey, of the army, with 200 recruits for the 2nd Inf'y. in Florida. Oct. 20, per steam packet Gen. Clinch, from Pilatka, Dr. C. McDougall, of the army.

St. AUGUSTINE, Oct. 11, per schr. Stephen and Frances from Charleston, Paymaster C. Andrews, and Surgeon C. McDougall, of the army.

CHARLESTON, Oct. 19, per steam packet C. Vanderbilt, from Wilmington, Capt. J. K. F. Mansfield, of the Engr. Corps.

TERMS OF THE CHRONICLE.

ONE Copy \$3 a year.—Two Copies one year, or one Copy two years, \$5.—Five Copies to one address, \$10.

MILITARY AND NAVAL ORNAMENTS.

B. DELAPIERRE, Importer and Manufacturer of Military and Naval Ornaments, and embroiderer in gold and silver, 90 Fulton street, New York, begs leave to tender his services to the Officers of the Army and Navy, in the line of his profession. Epauettes, and other ornaments, are there to be had of the best kind, and most substantial workmanship.

B. D. has imported from the most celebrated military clothing establishments in London, a small lot of the identical blue Silk Velvet, used in the British service for the corps of Topographical Engineers, a sample of which is deposited in the clothing bureau at Washington, and has been approved of by the chief of the corps.

May 2 —11

Communication.**U. S. NAVAL BENEVOLENT ASSOCIATION.**

U. S. NAVY YARD,
Charlestown, Mass., Oct. 21, 1841.

To the Editor of the Army and Navy Chronicle.

SIR:—At a meeting of the U. S. Naval Benevolent Association, held at the Navy Yard, Charlestown, on the 18th inst., it was resolved, to forward for publication in your valuable paper, the following article:

The U. S. Naval Benevolent Association was formed in the year 1833, by the officers of the Navy and Marine corps. "The sole design of which is to relieve the distress—ameliorate the condition—and administer to the wants of such persons as may be entitled to its benefits, and be rendered, by uncontrollable misfortunes, proper objects of our care and benevolence."

From a recent exposition of the state of the navy pension fund, our feelings of security have yielded to those of anxious solicitude for the future, lest those, who are the legitimate objects of our care and attention, should, at our decease, indeed come to want.

The benefits arising from an association of this kind, when carried into operation, are incalculable in their amount, and cannot be too highly appreciated. And the fact, that the funds for their support are drawn from the purses of their own Fraternal Body, will ever be a source of consolation to the heart of the recipient. The widow and the orphan may live unhumiliated, and without losing rank in society, for they do but receive their own.

Nor is this all—the constitution provides for the education of the children of deceased officers, independently of their support, when the funds shall have accumulated to a sufficient amount.

From the policy pursued, in establishing a very small sum to entitle the subscriber to membership, it is considered that this association recommends itself to the favorable notice of the officers of the navy, of every grade, who are eligible thereto. And from the late rapid increase of its funds, the hope is confidently entertained, that the amount necessary for a commencement of operations will soon be realized. The funds of the association, now amounting to two thousand four hundred dollars, are placed in a Savings Bank, drawing compound interest, to which will be added all amounts of subscription when received.

We invite the officers of the navy and marine corps generally, to participate with us in this work of benevolence. In union there is strength. Let us then, hand in hand, wipe the tear from the widow's cheek, and say to the orphan, 'fear not, we will never leave or forsake you, you shall be fed, and clothed.'

For the information of those who may not be acquainted with the constitution of this incorporated association, some of the articles are here annexed.

"ARTICLE 1st. This Association shall be called The United States Naval Benevolent Association.

"ARTICLE 2d. Any person holding a commission in the navy or marine corps of the United States, or a warrant as sailing master or midshipman in the navy, may become a member of this association.

"ARTICLE 3d. A signature to this instrument, and the payment of five dollars, entrance money, shall constitute a member, and entitle him to a certificate of membership.

"ARTICLE 4th. Each member shall pay into the funds of this association three dollars semi-annually, for fifteen years. At the expiration of that time, he shall receive a certificate of life membership, and be exempted from all further assessments; or any member who shall pay fifty dollars at the time of entrance, or a sum equivalent thereto, at any time within three years from the time aforesaid, shall be released from all further assessments; and shall receive a certificate of life membership, which shall entitle him to all the

benefits of the association at the expiration of five years.

"ARTICLE 5th. The location of this institution shall be at the Boston naval station.

"ARTICLE 17th. The benefit of this association shall be extended to the widows while they remain such, and no longer, and orphans of deceased members; or if they leave no widow or children, to the parents and maiden sisters. Members may also be allowed relief, should they from misfortune require it.

"ARTICLE 23d. It shall be the duty of this association, to aid in procuring for the destitute male orphans of deceased members, who have attained a proper age, such situations in life, as are best adapted to their capacities, upon the application of the parents or guardians of such orphans."

I am, very respectfully, sir, your ob't serv't.

Master F. W. MOORES,
Chairman of Committee.

Military Intelligence.

List of Cadets appointed and admitted into the Military Academy, 1841.

Maine, 3—Thomas J. Montgomery, Albert Rowe, John L. Davis.

New Hampshire, 2—Solon Thornton, Benjamin P. McNeil.

Massachusetts, 7—William H. Wood, Marcus A. Moore, Edmund G. Adlington, Charles P. Stone, Nelson H. Davis, John C. Dodge Jr., Benjamin F. Hawkes.

Connecticut, 4—Lewis D. Welch, Henry Remington, Frederic Myers, George A. Bissell.

Vermont, 2—William F. Smith, Edward C. Boynton.

New York, 13—Delancy F. Jones, Peter Van Denberg Havens, Clement Best, George Edwards, Joseph M. Trowbridge, Orren Chapman, William S. Hascall, Francis Collins, Gordon Granger, Mathew R. Stevenson, James H. Brady, David A. Russell, Edward B. Hunt.

Pennsylvania, 15—William W. Work, William H. Swift, Joseph Douglass, Joseph F. Farry, George W. Morgan, Clement S. Fayssoux, William Forry, John A. J. Lewis, Robert C. Wallen, John F. Linderman, Christian Dealinger, Thomas F. Castor, Richard H. Rush, Patrick A. Farrelly, William N. Barker.

Maryland, 4—William H. Johnson, Cumberland D. Hollins, William A. Dashiell, Walter A. Jenifer.

Virginia, 13—George Pendleton, Lewis C. Marye, Richard C. W. Radford, William H. Tyler, James N. Davies, James R. May, William T. Allen, Richard Crump, William N. Blow, Hamilton L. Shields, Henry C. Logan, James McConaghy, James C. Smith.

North Carolina, 7—Samuel A. Young, George P. Andrews, James M. Smith, Thomas C. Davis, Samuel M. Weathers, Preston Bynum, Franklin Faison.

South Carolina, 6—James M. Galbraith, Joseph J. Brown, Daniel H. Gaillard, Proctor W. Screven, Samuel L. Roök, Thomas G. Rhett.

Georgia, 7—James Camack Jr., Henry Coppee, Joel A. Wootten, Alexander A. Edwards, James N. Ward, Edwin Salisbury, Anthony D. Hill.

Alabama, 2—George M. Wharton, Martin Cummings.

Louisiana, 2—Louis Hebert, Thomas C. Moore.

Kentucky, 3—Thomas J. Wood, N. W. Brown, John T. Pickett, James M. Hawes.

Tennessee, 8—Jacob R. Groves, William Rhea, John B. Cobb, James C. Gentry, P. T. Turnly, John, Adams, Samuel H. Chester, James T. Armstrong.

Ohio, 9—B. W. Armstrong, James H. Snelling, William H. Stokes, Alexander P. Browne, Charles L. Weller, Philip N. Luckett, Alexander Ritchie, Henry Merrill, James Findlay Harrison.

Indiana, 3—Newton C. Givens, William H. Smith, Thomas G. Pitcher.

Illinois, 2—William B. Reynolds, Newton R. Casey.

Arkansas, 1—Wilson Fort.

Florida, 1—Edmund K. Smith.

District of Columbia, 3—Thompson F. Mason (since dead) J. R. Poinsett Mecklin, Lafayette Caldwell.

At large, 10—R. Murray Morris,† Henry B. Clitz,* Francis S. K. Russell,* Alexander P. Rodgers,† Henry H. Green,* William H. C. Whiting,* John W. Davidson,* Fitz John Porter,† Washington L. Elliott,† Barnard E. Bee.

* Sons of officers of the Army.

† Sons of officers of the Navy.

Corps of Engineers.—Captain H. Brewerton, ordered to the outlet of Lake Champlain, to purchase a site and make preparations for the commencement of a new fortification. First Lieut. M. C. Meigs, ordered to purchase a site and make preparations for the commencement of a new fortification near Detroit.

3d Artillery.—G company, Capt. Garner, ordered from Picolata to garrison this post. [Fort Marion.]

B company, Capt. J. R. Vinton, ordered from New Smyrna to Fort Pierce. New Smyrna to be abandoned.

F company, commanded by Lieut Bragg, ordered from this post to Fort Pierce.—*St. Augustine News*, Oct. 15.

3d Infantry.—Maj. H. Wilson, of the army, left here on Wednesday last, on his return to his post in Middle Florida. He had been here on leave to visit his family. After his arrival he fell sick and was prevented for two or three weeks from setting off. He had scarcely recovered when he left.—*Pensacola Gazette*, Oct. 9.

5th Infantry.—We have been favored with the following list of officers of the 5th regiment, who are now at Jefferson Barracks:

General Brooke. Lieut. Colonel McIntosh. Captains, Johnston, Merrill, Smith, Hooe, Lynde, Thompson, Sibley. 1st Lieutenants, Chapman, Ruggles, Whipple, Root, McPhail, Stevenson, Russell. 2d Lieutenants, White, Deas, (Acting Adjutant) Fowler, Brooke, Little, Norvell, Robinson, Whiting, Lugenbeel, Folsom. Brevet 2d Lieutenants, Jones, Rosecrants.—*St. Louis Republican*.

We are informed that five soldiers deserted from the steamer Indian Queen on her recent passage from St. Peters. Three of them were drowned in attempting to swim ashore, and two made their escape.—*St. Louis Gazette*.

NAVY.

- Oct. **ORDERS.**
- 18—P Mid J J Guthrie, frigate Macedonian, Norfolk.
Mid A N Smith, receiving ship, Boston.
Mid Dawson Phenix, do Norfolk.
Mid A C Rhind, sloop Cyane, do
Mid J M Brooke, sloop Warren, do
Gunner John Caulk, frigate Macedonian, do
- 19—Purser W A Christian, sloop Warren, do
Lieut F Clinton, leave 9 mo's, with permission to visit the West Indies, for the benefit of his health.
Mid Charles Weston, sloop Warren, Norfolk.
- 21—Asst Surgeon A F Lawyer, rec ship do
Ass't Surgeon J W Taylor, sloop Warren do
Mid R F R Lewis, do do
- 22—Surgeon E Gilchrist, Rendezvous, Boston.
Lieut Geo S Selden, frigate Macedonian, Norfolk.
Mid B B Wright, sloop Warren, Norfolk.
Gunner J M Cooper, leave 3 mo's having returned from the Mediterranean on sick ticket.
Gunner J D Benthall, Naval Asylum, Phila.
Carpenter John Overman, sloop Warren, Norfolk.
- OFFICERS RELIEVED AND DETACHED.**
- 18—Comm'r W C Nicholson, from command of rec ves Baltimore.
Comm'r F Engle, from command rec ves Phila.
Comm'r H A Adams, from Naval Asylum, do
Professor M Yarnall, from sloop Warren.
- 19—P Mid S J Shipley, from do
21—Lieut R Wainwright, from brig Consort.
22—Lieut J F Borden, from do
Surgeon A G Gambrill, from Rendezvous, Boston.
Lieut C F M Spotswood, from sloop Warren.

APPOINTMENTS.

- Oct. 22—William Hoff, acting Boatswain.
John O Butler, acting Carpenter.
John Overman, do
Josiah Faxon, acting Sailmaker.

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

Brig Consort arrived at the navy yard, Brooklyn, on Saturday afternoon, 16th inst. from Nantucket shoals, after experiencing a heavy gale on 3d, 4th and 5th insts. On the night of the 4th threw the cannon overboard for the safety of the vessel, and lost her boats and sheet anchor. Officers and crew well. The following is a list of the officers.

L. M. Powell, *Lieut. Commanding*. W. J. H. Robertson, J. F. Borden, Richard Wainwright, *Lieutenants*. Wm. P McArthur, *Passed Midshipman*. S. Wilson Kellog, *Ass't. Surgeon*. Thomas Stelle, *Captain's Clerk*. Sam'l Halliday, *Purser's Clerk*. Peter Freeman, *Master's Mate*. Henry Page, *Quarter Gunner*. Thomas Nelson, *Boatswain's Mate*.

MEDITERRANEAN SQUADRON.—Sisop Fairfield, Comm'r. J. Tattall, arrived at Gibraltar, Sept 12, from Madeira.

BRAZIL SQUADRON.—Sloop Concord, Comm'r. W. Boerum, at Pernambuco, Sept 19—all well. Officers:

Commander, Wm Boerum. *Lieutenants*, Wm. S. Walker, R. D. Thorburn, Wm. R. Gardner, F. B. Renshaw. *Acting Master*, R. L. Love. *Acting Surgeon*, G. W. Peete. *Purser*, B. F. Hart. *Assistant Surgeon*, N. T. H. Morre. *Captain's Clerk*, G. A. De Russy. *Midshipmen*, R. H. Wyman, C. T. Crocker, J. C. Strain, J. F. Stenson, W. A. Webb, J. P. Bankhead, J. C. Febiger, Julian Myers, L. B. Robinson, J. J. Pringle. *Gunner*, Charles Fales. *Boat swain*, Erie Kemp. *Sailmaker*, Isaac Whitney. *Carpenter*, Loman Smith.

MARRIAGES.

At the U. S. Navy Yard, Brooklyn, N. Y. on the 19th inst., JOHN HONE, to JANE, daughter of Captain M. C. PERRY, of the U. S. Navy.

In Norfolk, on Thursday evening last, Passed Mid. WM. A. WAYNE, of the U. S. navy, to Miss GEORGIANNA, second daughter of Dr. GEORGE WILSON, of that place.

DEATHS.

At Washington, on Tuesday the 19th inst., FREDERIC, infant son of Capt FRED. A. SMITH, Corps of Engineers.
At Pensacola, on the 15th inst. ROBERT LEAMY MEADE, aged 23 years, secretary to Commodore DALLAS, commandant of the U. S. navy yard.

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully inform the officers of the army and navy, that he is now enabled to furnish to the different corps their uniform complete, all made of the best materials, and forwarded with despatch.

To prevent errors, the Legislature of New York has authorized him to change his name to JOHN S. FRASER; therefore all letters hereafter will be addressed to JOHN S. FRASER, March 5—tf 168 Pearl street, New York.

BOOK AND JOB PRINTING.
Of every variety and description, neatly and expeditiously executed, at the office of the Army and Navy Chronicle, opposite to the Navy Department.

OWEN, EVANS, &c, Military and Naval Merchant Tailors, beg leave to offer to the officers of the army and navy a new supply of English Goods, consisting of
Rich gold Epauletts; army and navy,
" " do Topographical Engineers.
" " do Medical Staff.
" " Sets of Embroidery do
" " do Topographical Engineers.
" " Aiguillettes
" " Trouser lace, Topographical Engineers.
" Blk. Mohair do Medical Staff.

They keep constantly on hand, for the different Corps of the army, and for the Navy,
Swords, Belts, and Knots,
Undress Caps, with distinctive badges.
Laces, Grenades, Bugles, Anchors, Stars, &c.
And are ready at all times to furnish officers with full equipments at the shortest notice, and in their usual style of finish.
Stores—One door East of Fuller's Hotel, and one door East of Brown's Hotel, Pennsylvania Avenue. Oct. 14—tf

PROPOSALS FOR BUILDING A REVENUE CUTTER.

TREASURY DEPARTMENT,

20th Oct. 1841.

SEALED PROPOSALS will be received at this office, until the 6th December next, for building the hull and fitting the spars of a vessel, to be employed as a Revenue Cutter, of the burthen of about one hundred and fifty-one tons; to be completely caulked, payed with pitch, and delivered in the water.

The vessel to be built agreeably to a model and profile draft of spars, to be furnished upon entering into the contract, and of materials corresponding to the following dimensions and specifications, to wit:

Length, between perpendiculars, eighty-eight feet.
Breadth, moulded, twenty-two feet.
Hold, eight feet, six inches.
Dead rise, twenty-four inches to half floor.
Keel, of white oak, to be sided ten inches.
Dead wood, forward and aft, of live oak or locust, to be sided ten inches, to be bolted with copper, three-quarters of an inch in diameter.

Stern-post Knee, of live oak, to be bolted with copper seven-eighths of an inch in diameter, two in the body, and two in the arm, and rivetted under the keel, and aft side of the stern post.

Inner Stern-post, of live oak or locust, to be sided ten inches.

Apron, of live oak or locust, to be sided, one foot, three inches.

Fore deadwood and apron bolts, to be of copper, seven-eighths of an inch in diameter, one foot above deep ballast mark.

Floor timbers, of live oak; buttocks and top timbers, of locust or red cedar, sided six inches, moulded at floor heads eight inches, at the plank sheer five and half inches; to be completely framed, the frame bolts to be three-quarters of an inch in diameter; every other floor timber to be bolted with one copper bolt, in diameter seven eighths of an inch; the alternate floor timbers to be bolted, after the keelson is fitted with copper bolts, of the same diameter, and rivetted under the keel.

Keelson, of white oak, to be sided ten inches.

Main Transom, of live oak, or locust, to be bolted with two iron bolts, in diameter seven-eighths of an inch; the remaining transoms to side seven inches, and to be bolted with copper seven-eighths of an inch in diameter.

Knight Heads and Hause pieces, of live oak or locust, to be sided nine inches.

Outside plank. The wales, four in number, to be in thickness three and a half inches, about seven inches wide, fairly and gradually diminishing to thickness of the bottom plank, two and a half inches, of white oak, each streak of the wales to be fastened to one frame comprising two timbers, with three iron spikes, and one iron bolt of five-eighths of an inch in diameter, driven through and rivetted on the inside; and from thence to the keel, the bottom planks will be fastened to the frames, with six inch composition spikes, and five-eighths copper bolts in the same manner. There will not be any treenails. Butt, and Hood end bolts, to be three-quarters of an inch in diameter, of copper. The wales are to be plugged.

Plank-sheer, of yellow pine, three and a half inches in thickness. The stanchions, to be of locust, to be placed to form seven ports on each side, with one between each port, and three abreast of the masts, on each side, to support the channels, and two on each side between the forward port and the bows. The Bulwarks, from the stem to the stanchion of the forward port, to be of white oak, one and a half inches thick, thence to the stern of yellow pine, from one and a half to two inches in thickness, in narrow streaks. There are to be two stern ports; all the ports to have shutters.

The Rails, to be of oak, or yellow pine.

Breast-Hooks, of live oak, two below the deck hook, fastened with copper bolts, three-quarters of an inch in diameter. Clamps, of white oak or yellow pine, in thickness at the upper edge three inches, lower edge two and a half inches, extending from stem to stern.

Beams, of yellow pine, to be sided nine inches, and moulded seven and a half inches; rounded two and a half inches; to be kneed at each end, with one lodge, and one lap knee; to be sided five inches, excepting the mast beams, which are to have a dagger knee, in lieu of the lap knee, to be bolted with iron, in diameter three-quarters of an inch.

The Grub Knees of the half poop, to be bolted with iron three-quarters of an inch in diameter, and the bulk heads secured from deck to deck, with iron bolts, seven-eighths of an inch in diameter. Deck plank, of yellow pine, three inches in thickness, not to exceed five inches wide amidships, to be fastened with iron spikes and plugged.

The Bow-sprit, to be of yellow pine, the masts of yellow pine; other smaller spars of spruce, of the dimensions noted on the draft. The mast partners of live oak and kneed.

The Cat-heads, and stern davits, of oak.

Salt Stops to be placed, where required.

Cross-steps of white oak, bolted with iron, one inch in diameter, and properly secured on the keelson.

The Ceiling plank, white oak to the floor heads, thence to the clamps of yellow pine, two inches in thickness, fastened with iron.

Berth Deck of ash or yellow pine, two inches in thickness, orlop, or fixed with hatches, raised about fourteen inches above the running deck, extended from the fore to the mainmast. Cabin deck, yellow pine, one and three-quarters of an inch in thickness.

The arrangement of the decks and half-poop (twenty four feet

in length, and sixteen inches high, from the main deck) as may be directed, with bitts, scuttles, hatchways, skylights, cavils, cleats, &c. completed.

The Shoe, ten inches in thickness amidships, tapering to the stem and stern post, of oak, fastened with copper bolts, three-quarters of an inch in diameter, and with suitable composition spikes.

The materials used in the construction to be approved by such officer of the Revenue service as the Secretary of the Treasury may appoint.

The vessel to be completed within ninety days from the date of the contract, and the workmanship to be inspected previous to delivery, by two competent judges, one to be chosen by each of the parties to the contract, who, in the event of their disagreement, are to choose a third, who are to determine, whether the work has been executed in all respects conformably to the proposal and agreement.

The Proposals to be endorsed "Proposals for building Revenue Cutter."

W. FORWARD,

Secretary of the Treasury.

The New York Journal of Commerce, New York Tribune, Philadelphia Inquirer, Baltimore American, Baltimore Patriot, National Intelligencer, and Madisonian, will insert the above notice twice a week until the 6th Dec. and present their accounts to the Collector of the Customs where published, for payment.

Oct. 21—td

NAVY SUPPLIES FOR 1842.

NAVY COMMISSIONERS' OFFICE, }

September 29, 1841.

PROPOSALS, sealed and endorsed, will be received at this office until 3 o'clock, P. M. of Monday, the 1st November next, for furnishing and delivering at the Navy Yards at Portsmouth, N. H., Charlestown, Mass., Brooklyn, N. Y., Philadelphia, Washington, D. C., Gosport, Va., and the Baltimore Naval Station, respectively, such quantities of the following articles, of the best quality, that may be ordered or required from the contractors by the respective Commanders and Commanding Officers at said Navy Yards and Naval Station, or by the Navy Agents, respectively, during the year 1842, for the use of the Navy of the United States, viz.

- No. 1. Bolt and Sheet Copper (hot rolled)
- No. 2. Round, flat, and square iron.
- No. 3. Superfine Flour.
- No. 4. Ship Biscuit (made from superfine flour of the manufacture of the years 1841 or 1842.)
- No. 5. Whiskey.
- No. 6. Butter.
- No. 7. Sperm Candles.
- No. 8. Sperm Oil.
- No. 9. Lined Oil (in its raw state.)
- No. 10. Paints (the several articles named in the printed offers.)
- No. 11. Molasses, Vinegar, Rice, and White Beans.

It is distinctly understood, however, that persons who may offer are not to have any claim or privilege to furnish any greater quantity of any article than may be expressly ordered.

It is also to be understood that, when persons reside at other places than those near which they engage to furnish articles, they will be required to appoint and duly authorize some person, resident at or near the place of delivery, to receive and act upon the requisitions or orders which may be made.

And it is also to be understood, that in case the person who contracts, or his agent, shall neglect or fail to comply with the requisitions or orders he may receive for articles under his contract, in proper time and of proper quality, the officers or agents of the Navy shall be authorized to purchase the same, and the contractor shall be liable for any excess of cost over the contract price.

Separate proposals must be made for each class of articles for each Navy Yard and for the Baltimore Naval Station. The blank offers furnished to individuals must have all the blanks carefully filled up, and must be subscribed as directed in the note on the face of each form, and the offers must be unqualified and unconditional.

Bonds, with two approved sureties, in one-third the estimated amounts of the respective contracts, will be required, and 10 per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts; which will, on no account be paid until the contracts are complied with in all respects, unless specially authorized by the Board of Navy Commissioners. After deducting ten per centum, payment will be made by the United States within thirty days after the said articles shall have been inspected and received, and bills for the same presented to the Navy Agent, approved by the Commanders or Commanding Officers of the respective Navy Yards and Naval Station aforesaid, according to the terms of the contracts.

The Board of Navy Commissioners reserve to themselves the right to reject all offers from persons who have heretofore failed to fulfil their contracts.

Blank forms of offers for each denomination of articles will be furnished by the respective Navy Agents or Commanding officers, to persons applying for them, and upon which all offers should be made strictly conforming to the directions which they contain. Samples of the biscuit will be lodged with the Commanding officers of the respective Navy Yards and Naval Station.

Oct. 7—td.